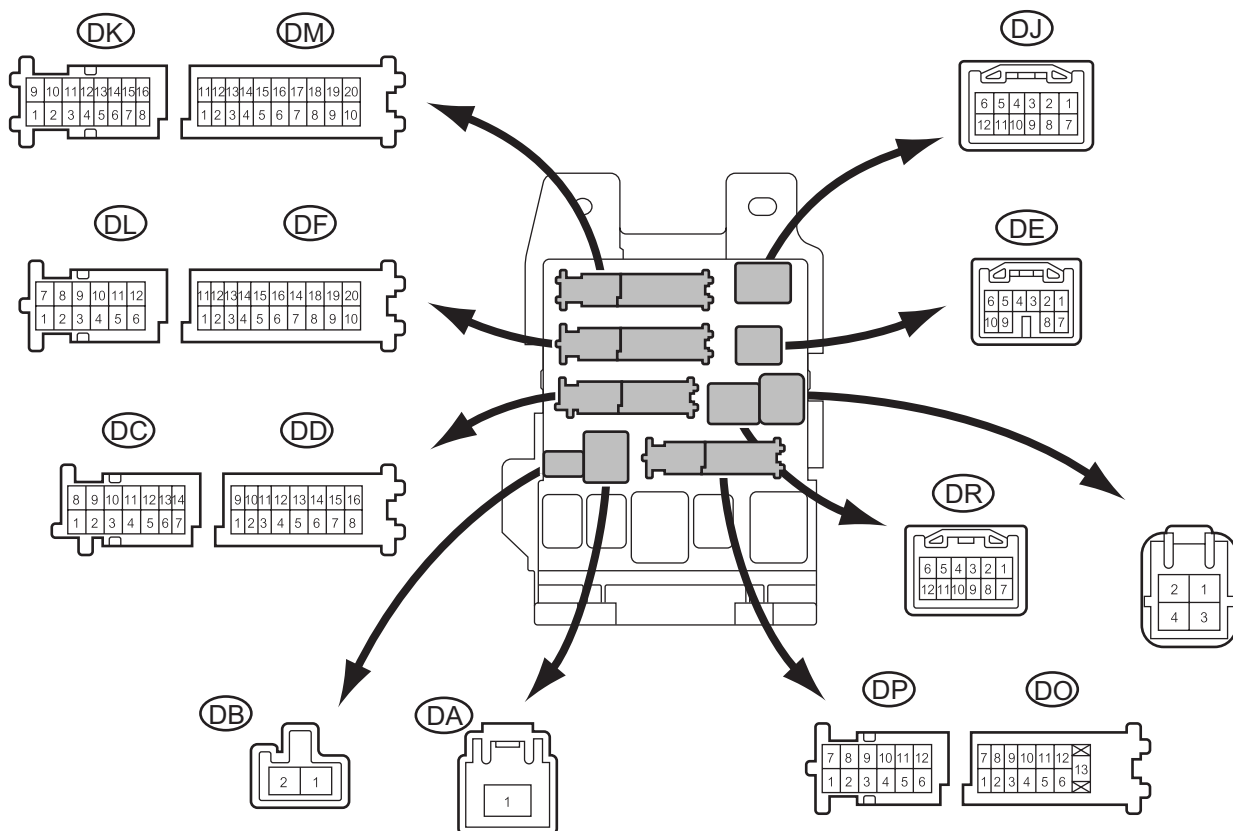


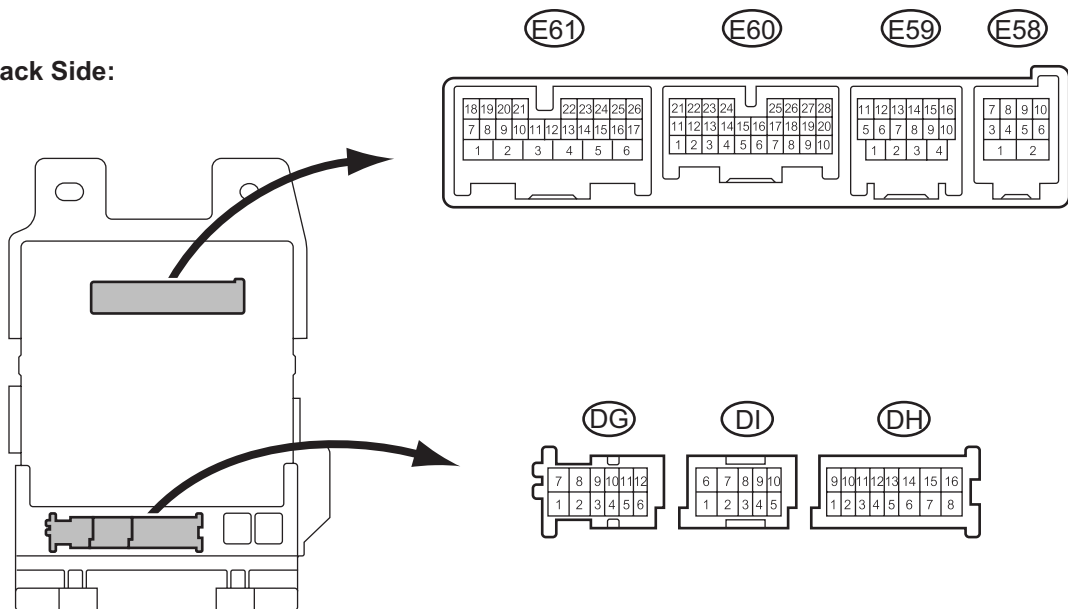
TERMINALS OF ECU

1. CHECK MAIN BODY ECU (INSTRUMENT PANEL JUNCTION BLOCK)

Front Side:



Back Side:



- (a) Disconnect the E60, E61, DO, DK, DM, DD, DA, DF, DJ, and E58 J/B and ECU connectors.
- (b) Measure the voltage and resistance according to the value(s) in the table below.

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
DCTY (E61-24) - Body ground	GR - Body ground	Driver door courtesy switch input	Driver door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
RCTY (E60-7) - Body ground	GR - Body ground	Rear right door courtesy switch input	Rear right door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
PCTY (E60-21) - Body ground	G - Body ground	Passenger door courtesy switch input	Passenger door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
LCTY (DO-7) - Body ground	B - Body ground	Rear left door courtesy switch input	Rear left door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω
GND3 (E59-1) - Body ground	W-B - Body ground	Ground	Always	Below 1 Ω
IG (DF-11) - Body ground	B - Body ground	Engine power supply	Engine switch on (IG) → off	10 to 14 V → Below 1 V
GND1 (DF-10) - Body ground	W-B - Body ground	Ground	Always	Below 1 Ω
ACC (DF-2) - Body ground	L - Body ground	ACC power supply	Engine switch on (ACC) → OFF	10 to 14 V → Below 1 V
L1 (DJ-3) - Body ground	R - Body ground	Door control switch LOCK input	Passenger door control switch OFF → LOCK	10 kΩ or higher → Below 1 Ω
UL1 (DJ-4) - Body ground	G - Body ground	Door control switch UNLOCK input	Passenger door control switch OFF → UNLOCK	10 kΩ or higher → Below 1 Ω
LGCY (E60-25) - Body ground	W - Body ground	Luggage compartment door courtesy switch input	Luggage compartment door CLOSED → OPEN	10 kΩ or higher → Below 1 Ω

If the result is not as specified, there may be a malfunction on the wire harness side.

- (c) Reconnect the J/B and ECU connectors.
- (d) Measure the voltage according to the value(s) in the table below.

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
LSWL (DP-5) - Body ground	GR - Body ground	Rear left door lock position switch input	Rear left door UNLOCK → LOCK	Below 1 V → 10 to 14 V (or pulse generation)
LSWD (E61-9) - Body ground	L - Body ground	Driver door lock position switch input	Driver door UNLOCK → LOCK	Below 1 V → 10 to 14 V (or pulse generation)
GSW (DE-8) - Body ground	B - Body ground	Center airbag sensor signal	Engine switch on (IG)	4.5 to 5.5 V
UL3 (E61-10) - Body ground	V - Body ground	Driver door key-linked door unlock input	Using mechanical key, operate driver door lock cylinder to LOCK → UNLOCK	Below 1 V → 10 to 14 V (or pulse generation)
L2 (DK-16) - Body ground	BR - Body ground	Driver door key-linked door lock input	Using mechanical key, operate driver door lock cylinder to UNLOCK → LOCK	Below 1 V → 10 to 14 V (or pulse generation)
ACT+ (DJ-1) - Body ground	L - Body ground	Door lock motor LOCK drive output (Front passenger door)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → LOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
ACT+ (DP-11) - Body ground	L - Body ground	Door lock motor LOCK drive output (Rear door LH)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → LOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specified Condition
ACT+ (DF-5) - Body ground	L - Body ground	Door lock motor LOCK drive output (Rear door RH)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → LOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
ACT- (DP-6) - Body ground	LG - Body ground	Door lock motor UNLOCK drive output (Rear door LH)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → UNLOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
ACT- (DF-18) - Body ground	LG - Body ground	Door lock motor UNLOCK drive output (Rear door RH)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → UNLOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
TR+ (E61-1) - Body ground	B - Body ground	Door lock motor UNLOCK drive output (Luggage compartment door)	Luggage compartment open switch (Transmitter) or luggage compartment door key cylinder OFF → UNLOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
ACTD (E61-5) - Body ground	GR - Body ground	Door lock motor UNLOCK drive output (Driver door)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → UNLOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
ACT+ (DK-2) - Body ground	L - Body ground	Door lock motor LOCK drive output (Driver door)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → LOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
ACT- (DJ-2) - Body ground	LG - Body ground	Door lock motor UNLOCK drive output (Front passenger)	Door control switch (Master switch or passenger side switch) or driver side door key cylinder OFF → UNLOCK → OFF	Below 1 V → 10 to 14 V → Below 1 V
LSWR (E60-5) - Body ground	Y - Body ground	Rear right door lock position switch input	Rear right door UNLOCK → LOCK	Below 1 V → 10 to 14 V (or pulse generation)
LSWP (E60-27) - Body ground	LG - Body ground	Passenger door lock position switch input	Passenger door UNLOCK → LOCK	Below 1 V → 10 to 14 V (or pulse generation)

If the result is not as specified, the main body ECU (instrument panel J/B) may have a malfunction.